



## RESOLUTION 2006-2 SUPPORTING REDUCTIONS IN VEHICLE IDLING

Approved September 14, 2006

Whereas, asthma is a significant public health concern in Indiana as follows:

- In 2005, an estimated 8.2% of Indiana adults currently have asthma;<sup>1</sup>
- In 2005, an estimated 9.5% of Indiana children currently have asthma;<sup>2</sup>

Whereas, asthma is a significant economic burden to our state and nation as follows:

- The direct medical lifetime costs for a person with asthma are estimated to range from \$50,000 to \$220,000;<sup>3</sup>
- In 2004, asthma was estimated to burden our nation with an 16.1 billion dollars in direct and indirect costs;<sup>4</sup>

Whereas, the State of Indiana has adopted and is implementing a comprehensive plan to reduce the burden of asthma among Hoosiers;<sup>5</sup>

Whereas, exhaust from gasoline- and diesel-powered vehicles contains pollutants that contribute to ozone formation, fine particle pollution, and variety of toxic or potentially toxic pollutants that can trigger an asthma attack;<sup>6</sup>

Whereas, petroleum-based gasoline and diesel fuel are nonrenewable fuels and should be used wisely and not wasted;

Whereas, vehicle idling generates emissions of carbon monoxide, particles, nitrogen oxides and toxic pollutants such as benzene;

Whereas, vehicle idling often occurs in locations (e.g. drive-through windows, parking lots, school grounds, and shopping centers) where Hoosiers can be exposed to air pollutant emissions;

Whereas, idling is not generally beneficial to a vehicle's engine because it wears engine parts;<sup>7</sup>

Whereas, idling for more than 30 seconds uses more fuel and emits more pollutants than turning a warm engine off and on again;<sup>8</sup>

Whereas, idling times for locomotives and trucks are significant and are estimated in the range of 38% to 60% of total engine operating time for locomotives<sup>9</sup> and in the range of 30% to 40% of total engine operating time for trucks,<sup>10</sup>

Whereas, an average school bus uses ½ gallon of diesel fuel for each hour of idling and reducing idling by 30 minutes per day would save 45 gallons and \$112.50 per bus per year (assuming a diesel fuel cost of \$2.50/gal);<sup>11</sup>

Whereas, vehicle exhaust in Indiana is a significant contributor to ground-level ozone and fine particulate matter, both of which can trigger an asthma attack; and

Whereas Indiana is not in full compliance with federal air health standards for ozone and fine particles;<sup>12, 13</sup>

**Therefore, be it resolved that the Indiana Joint Asthma Coalition:**

Supports the reduction of unnecessary vehicle idling.

Supports the adoption of “No Idle” zones at public, semi-public and private facilities where the public can be exposed to vehicle exhaust.

Supports the adoption of idle reduction policies and programs<sup>14,15</sup> by government agencies, businesses and other organizations for their employees.

Supports broad education of the public about the health, environmental and economic impacts of idling and ways to reduce idling.

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<sup>1</sup> Centers for Disease Control and Prevention (CDC), *Behavioral Risk Factor Surveillance System Survey Data*, Atlanta, Georgia: U.S. Department of Health and Human services, Centers for Disease Control and Prevention, (2005 Indiana Data). Accessed May 23, 2006 <<http://www.cdc.gov/brfss> >

<sup>2</sup> Indiana State Department of Health, *Indiana Behavioral Risk Factor Surveillance System (BRFSS)*, 2005.

<sup>3</sup> Indiana State Department of Health, *The Burden of Asthma in Indiana*, “Cost of Asthma,” pg 13 as cited in *U.S. EPA Cost of Illness Handbook*, Indianapolis, Indiana: Indiana Joint Asthma Coalition, updated December 2004. Accessed May 23, 2006 < <http://www.in.gov/isdh/programs/asthma>>

<sup>4</sup> American Lung Association, *Trends in Asthma Morbidity and Mortality 2006 (July 2006)*, American Lung Association, Epidemiology and Statistics Unit, Research and Program Services, Accessed August 31, 2006 <[www.lungusa.org/atf/cf/{7A8D42C2-FCCA-4604-8ADE-7F5D5E762256}/ASTHMA06FINAL.PDF](http://www.lungusa.org/atf/cf/{7A8D42C2-FCCA-4604-8ADE-7F5D5E762256}/ASTHMA06FINAL.PDF)>

<sup>5</sup> Indiana State Department of Health, *A Strategic Plan for Addressing Asthma in Indiana*, Indianapolis, Indiana: Indiana Joint Asthma Coalition, the Indiana State Department of Health and the Indiana Department of Environmental Management, December 2004, Accessed May 23, 2006. <<http://www.in.gov/isdh/programs/asthma/pdfs/IndianaAsthmaPlan.pdf>>

<sup>6</sup> U.S. Environmental Protection Agency, Air & Radiation, Basic Information, ‘Six Common air Pollutants,’ U.S. Environmental Protection Agency, Accessed May 26, 2006, <<http://www.epa.gov/oar/urbanair/6poll.html>>

<sup>7</sup> Indiana Department of Environmental Management, Office of Air Quality, ‘Idling,’ Accessed May 24, 2006 <<http://www.in.gov/idem/programs/air/dieselwise/idling.html>>.

<sup>8</sup> Ibid .

<sup>9</sup> U.S. Environmental Protection Agency, Smart Way Transportation Partnership, “Idling Reduction: Frequently Asked Questions,” U.S. Environmental Protection Agency, Accessed September 14, 2006 <<http://www.epa.gov/SmartwayLogistics/idle-questions.htm>>

<sup>10</sup> U.S. Environmental Protection Agency, Smart Way Transportation Partnership, “Idling Reduction: Frequently Asked Questions,” U.S. Environmental Protection Agency, Accessed September 14, 2006 <<http://www.epa.gov/SmartwayLogistics/idle-questions.htm>>

<sup>11</sup> USEPA Fuel Calculator, Accessed August 24 2006 <[http://www.epa.gov/otaq/schoolbus/idle\\_fuel\\_calc.htm](http://www.epa.gov/otaq/schoolbus/idle_fuel_calc.htm)>

<sup>12</sup> Indiana Department of Environmental Management, Office of Air Quality, “Indiana 8-Hour Ozone Nonattainment Areas as of February 6, 2006,” Accessed May 28, 2006

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<sup>13</sup>Indiana Department of Environmental Management, Office of Air Quality, “U.S. EPA Final Designations for Fine Particle ‘PM2.5’ Standard April 2005, “ Accessed June 6, 2006

<<http://www.in.gov/idem/programs/air/catalog/pm25revisedfinalmap.pdf>>

<sup>14</sup> Idle reduction programs such as EPA’s voluntary SmartWay Transport Partnership with the freight industry to reduce truck idling through technological means such as electrification and auxiliary power units at truck stops and other means can increase energy efficiency and energy security while reducing air pollution and greenhouse gases. (See U.S. Environmental Protection Agency, Smart Way Transportation Partnership, “Idling Reduction: Frequently Asked Questions,” U.S. Environmental Protection Agency, Accessed September 14, 2006

<<http://www.epa.gov/SmartwayLogistics/idle-questions.htm>>)

<sup>15</sup> For additional examples of idle reduction strategies in Indiana see Indiana Department of Environmental Management, Office of Air Quality, DieselWise, “STAI School Bus Idling Policy,” Accessed September 14, 2006

<<http://www.in.gov/idem/programs/air/dieselwise/sbidlepolicy.html>>.